

## THE PACIFIC LINE TO LOS ANGELES

### Attempt to Secure Possession of Old Grade.

### SIGNIFICANCE OF MOVE

### GEORGE GOULD'S OPTION ON THE WESTERN.

P. L. Williams, in his capacity as counsel for the Oregon Short Line, left for Reno, Nev., yesterday, accompanied by W. E. Critzer, chief clerk of the engineering department, and others to attend court. Their case is one involving the right to about thirty-five miles of the old railroad grade beyond Nevada, which was sold a long time ago for delinquent taxes. The ground involved lies partially on what was intended to be the main line to Los Angeles and partially on the branch line to Pioche. An expensive tunnel is included in the distance.

The fact that the Union Pacific people are making a fight for the recovery of the old survey is a strong indication that the Union Pacific contemplates the extension of the Utah & Pacific to the coast, as detailed in these columns several weeks ago. It is its evident intention to block the Clark road, the Union Pacific, Los Angeles & Salt Lake. If it cannot stop this company from building, recent developments show a well laid scheme to bottle it up in Salt Lake. Practically the same interests as own the Utah & Pacific Southern Pacific have now acquired the Rio Grande Western and Denver & Rio Grande, leaving the Union Pacific with only one hope—that the Burlington will come in and take its traffic.

When the old survey to the coast was made by the Union Pacific conditions were very different than they are now. The Southern Pacific had its monopoly on southern California and was feeding the Union Pacific. Option, as now. When the latter company made its survey to the coast and there were powerful signs that it would build in that direction, Col. P. Huntington issued the ultimatum that has since stopped several of the Union Pacific's dreams. On the day of the Utah & Pacific, to invade southern territory. He said the first step in the drive was not only a cessation of friendly relations but the diversion of every bit of traffic through the Oregon Short Line. The Union Pacific had expended a vast amount of money in a roadbed and securing rights of way beyond Milford. Eventually the Utah & Pacific had to give up this road. The Southern Pacific demanded an explanation of the Union Pacific. The reply was that the Utah & Pacific had purchased that portion of the old grade. Huntington could not prove anything to the contrary, but probably had his opinion, and said the Union Pacific had no right to the old grade. He compelled the Utah & Pacific to stop at the state line.

The recent purchase of the Southern Pacific by Union Pacific interests leaves the way open to the consummation of this old project. When carried out, the Union Pacific will have three lines to the Pacific coast, one to Portland on the north, one to the central point, San Francisco, and the third to Los Angeles.

So far as Salt Lake is concerned, it matters little who builds the line to the coast, and the prediction of a great many that if the road was ever built it would be by the Union Pacific, promises to be fulfilled.

### SENSATION IN IOWA.

### Company Enjoins Temperance and Payment of Debts.

Dubuque, Ia., March 9.—The superintendent of the Dubuque division of the Chicago Great Western Railroad company has issued a sweeping order to employees which has caused a sensation in effect it prohibits them from using intoxicants in any form, or at any time. It applies to trainmen, station agents, conductors and others who hold responsible positions with the company. It prohibits them from entering saloons or using liquor, whether on or off duty, and the penalty for any violation of this rule is immediate discharge of the offender. The order also commands all employees to pay their honest debts, and says that so will cause their immediate discharge unless a reasonable excuse can be given.

### OPTION ON THE WESTERN.

### Inspection Was in the Interest of George Gould.

George Gould is expected to be in Denver in a few days to meet the experts who recently inspected the Rio Grande Western and secure reports from them. It has been said that they were sent to the Denver & Rio Grande has an option on the Western. The negotiations were carried on by Mr. Gould, who before Gould secured a controlling interest in the Denver & Rio Grande. The recent inspection of the property, which is believed to be solely in the interest of Mr. Gould and not by the Denver & Rio Grande, the Harriman syndicate or the Missouri Pacific road.

It is said that Gould expects to make a deal by which he will control lines from the Atlantic to the Pacific.

### Railroad Notes.

General Manager Bancroft is out on the line north.

George Gould and his party have gone east from Kansas City.

Assistant General Freight Agent Reeves is laid up at his home by an attack of grip.

A party of Short Line surveyors will leave within the next few days for Idaho to cross the survey line between Blackfoot and Houston. This indicates an early beginning on construction work.

A trans-continental tour of Sunday school workers started at Richmond, Va., Feb. 12, and will close at Portland, Ore., in May. The party will be in Salt Lake April 29, for three days, to attend the state convention.

### HOTEL ARRIVALS.

The Kenyon.—C. E. Rider, Chicago; W. F. Bell, Liberty; C. H. Chasels, San Francisco; John H. Pope, Colorado Springs; W. H. Hodge, Denver; Amy de W. Philadelphia; D. H. Taylor, Dunbar, Minn.; William Fikhardt, Cincinnati; T. S. Hemm, Chicago; J. W. H. Jones, San Francisco; New York; J. S. Lane, Duluth; George W. Cook and wife, Chicago; E. A. Sutton and wife, Meadville, Pa.; F. D. Stephenson, St. Louis; J. S. Lamer, San Francisco; F. B. Hemm, Chicago; D. Lindstrom, Chicago; G. R. Deane, Philadelphia; J. E. Maunahan, New York; E. L. Pisk, Denver; E. W. Wood, Fort Wayne, Ind.

The Knutsford.—W. H. Fairfield, Laramie, Wyo.; W. H. Kinna, L. Davis, Philip Bolger, San Francisco; Richard Gray, Chicago; E. P. Craig and wife, New Weston, Mass.; E. H. Adams, D. Jacobs, Charles Fisher, H. Armstrong and wife, C. O. Ogden and wife, John Hayes Hammond, Henri Gressitt, W. W. Carls, New York; J. W. Taylor, Dunbar, Minn.; George E. Sprague, Lynn, Mass.; M. C. Benjamin, D. Y. Wheeler, T. V. Williams, J. B. Venable and wife, Troy, Pa.; W. J. Laws, Princeton, Md.; Charles Kane, Denver; John Horne, Cleveland, O.; J. A. Wood, Park City.

The Cullen.—W. J. Barabomer, Gottenburg, Neb.; August W. Koppe, S. H. Mitchell, St. Joseph, Mo.; J. E. Reor, Denver; Miss Lou de Lacey, Park City; J. E. Fox, Denver; S. J. Bell, Chicago; E. Shulley, Mt. Vernon, Mo.; E. E. and daughters, Springfield; A. Stahl, Nelson, Neb.; E. Chasness, Alexander, Ind.; G. Crawford and wife, Middletown, Ia.; Mrs. D. P. Sullivan and son, Pocahontas, Idaho; Charles Smith, Boston; E. Scanlan, Illinois; P. E. Jones, Topeka, Kan.; J. M. Curry, San Francisco.

Walker House.—E. W. Carleton, Birmingham; R. J. Collins, Chicago; D. G. McNeil, Denver; C. G. Kingsbury and wife, Colorado Springs; C. S. Dames and wife, Illinois; E. H. Holbrook, Ogden; D. Van Hook, E. Zealand, E. H. Jones, Kelton; S. H. Heywood, George; G. Beardsley, V. B. Venable and wife, Troy, Pa.; T. J. Laws, Princeton, Md.; Charles Kane, Denver; John Horne, Cleveland, O.; J. A. Wood, Park City.

White House.—W. Wood, Birmingham, W.

# John Hays Hammond Visits the New Government Building at Boise, Idaho

## Silver King.

JOHN HAYS HAMMOND, the noted mining engineer and expert, who achieved fame in the mining districts of the Transvaal, South Africa, and in whose judgment the British investor, particularly, reposes more confidence than in possibly any other man's in the world, dropped unheralded into Salt Lake yesterday afternoon and registered at the Knutsford. This morning he will go to Park City, and the report current last evening was that his mission was to examine the great Silver King mine in the interest of the smelting trust or an eastern syndicate, but he declares that his sole purpose is to gratify a long-cherished desire to visit the famous mine.

When seen by a Herald representative last night at the Knutsford, Mr. Hammond said: "This trip to Utah has no significance from a business point of view. I have been in Cripple Creek for the past ten days, where I have been in the interests of the Independence Mining company, and after finishing my work there, I thought I would go through to California to visit my family. California is my old home, where I was born and raised, and I like to get back once in a while to see the country and old friends. Though my headquarters are in London, I am not yet a British subject and never will be."

"Tomorrow I go to Park City for a day to visit the Silver King mine. But this visit is not for the purpose of inspecting the mine, or for visiting any other mine in the interest of eastern or other parties; it is simply a visit that I desire to make for my own personal pleasure. The Silver King is one of the great mines, one of the mines that have a world-wide reputation, and as I have never seen it, I desire to pay it a visit. I have been in nearly every other great mine in the world, but have never visited this one. Dave Keith and Senator Kearns are old friends of mine, and of course I have for that reason an interest in seeing the Silver King."

"I shall be in Park City but one day, and then continue my journey toward the coast. I expect to be in California about three or four weeks, and will then return to London. If my visit here had any importance attached to it I would tell you readily, but it has not, and I do not wish anyone to think so, because I know that when one visits a mine and the people get the idea that it is for some purpose of importance, and then nothing is done, it hurts the mine—the people think there must be something wrong. For this reason I wish to emphasize the fact that I am here for nothing whatever besides my own pleasure."

Mr. Hammond dined at the Alta club last evening as the guest of August Raht, the American Smelting company's chief engineer and metallurgist.

## Alice Howe's Dreams of Wealth Rudely Dispelled.

For one short day Miss Alice Howe, who works in the Union Pacific Box factory of this city, was a wealthy heiress and built air castles of all colors and all dimensions. Then the vision passed away and the young lady took up her work again with a sigh and a smile.

The dream of wealth was based upon a letter received by Miss Howe last Thursday from an attorney in New York telling her that a rich dowry was coming to her as the result of the death of her grandmother in England. The story got out among Miss Howe's fellow workers and soon they were telling stories grow. It was soon stated as an absolute fact that the girl had been made the sole heiress of her grandmother by will; that she was to go to school in New York for two years, until she reached the age of 21, when she was to get at least \$100,000.

It is too bad to spoil such a nice little romance, and too bad to have the girl suffer from disappointment or using liquor, whether on or off duty, and the penalty for any violation of this rule is immediate discharge of the offender. The order also commands all employees to pay their honest debts, and says that so will cause their immediate discharge unless a reasonable excuse can be given.

This letter came from an attorney in New York by the name of Dickman.

## Project to Pave North Side of Brigham Street.

So many of the property owners on Brigham street are in favor of having the north half of that thoroughfare, from State to B street, paved with asphalt and stone blocks, that a petition is circulating among the land owners to ascertain how many are willing to be taxed at the rate of \$10 to \$12 a front foot to pay for the improvement. When the sentiment of the property owners is learned the city will be petitioned to either levy a lump special tax to pay for the paving or be requested to issue paving bonds, payable by the property improved in ten annual installments. Among those who are enthusiastically in favor of the paving proposition are P. T. Farnsworth and Spencer Clawson, owners of property fronting on South Temple street and of State street.

If this paving project carries—and it is said there is little doubt that it will—this will make the fourth or fifth proposition under way to improve the streets. The plan to pave Second street from Fourth to Fifth, the plan to pave Third street from Fourth to Fifth, and the plan to pave Fourth street from Fourth to Fifth, are all under way.

The electric tower, which is itself an interesting feature, 375 feet high, divides the "Court of Fountains" from the "Plaza," so that the latter is really a continuation of the main court. Upon the "Plaza" front the elaborately decorated buildings which form the entrance to the Midway—for there is to be a Midway—and the Stadium, and the ornamental approach from the railway station called the "Propylaeae."

The time was found too short to complete the art building for use as the exhibition building, and a temporary art gallery is being erected near by. Here also is the New York state building. Further on, the "Approach" to the "Plaza" is a wide space known as the "Fore Court" with terraces and balustrades like the Luxembourg Gardens in Paris.

"Triumphal Bridge," which takes him into the midst of the exposition.

The exhibition includes all departments of human effort and skill.

The mines and mining exhibits have been arranged upon an enormous scale, and the general form of a horseshoe. It is connected with the horticultural building by one of the conservatories that extend from the

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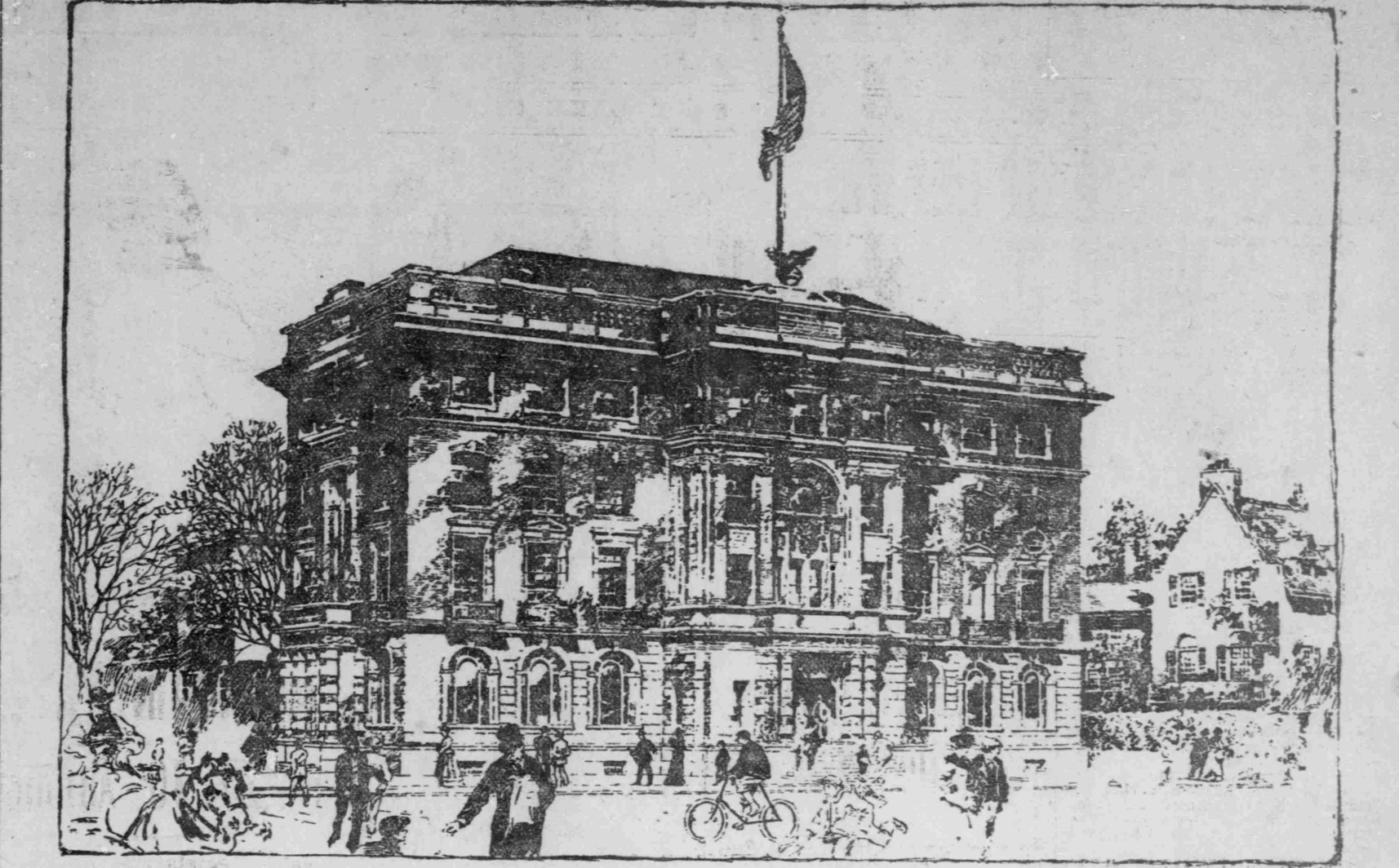
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The above is a picture of the new government building which will be erected at Boise, Idaho, and a complete description of which was published in the Herald of last Thursday. The structure, as will be seen, will be a handsome one and will cost \$250,000. The appropriation was secured during the last days of the recent congress, and the federal authorities announce that the work of construction will be commenced at once and the building rapidly pushed to completion.

# THE PAN-AMERICAN EXPOSITION

## Some Interesting Data About An Approaching Affair Of International Magnitude.

### THE PAN-AMERICAN exposition,

which is to be opened in Buffalo, N. Y., on the 1st day of May, 1901,

promises, if the indications are not altogether misleading, to be one of the most imposing exhibitions of industrial progress, scientific achievement and artistic development that has yet been held anywhere.

Many millions of dollars have already been spent in the production of this exposition of American progress, which, when the gates are thrown open, will present a scene of beauty and interest delightful to the fancy of the visitor.

The reason that Buffalo was selected for the Pan-American exposition was because it is within twelve hours' ride of 40,000,000 people, thus giving an easy opportunity for a very large number to visit the exhibit.

This exposition includes a much greater area than any similar enterprise undertaken in this country. The electrical and fountain effects have been designed with deference to this feature of the exposition, and the plan is to have the buildings of the main group into a most admirable position about two great intersecting streets, the "Esplanade" and the "Court of Fountains."

The electric tower, which is itself an interesting feature, 375 feet high, divides the "Court of Fountains" from the "Plaza," so that the latter is really a continuation of the main court. Upon the "Plaza" front the elaborately decorated buildings which form the entrance to the Midway—for there is to be a Midway—and the Stadium, and the ornamental approach from the railway station called the "Propylaeae."

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of American wood, will be displayed in its various uses. Petrified woods from Arizona will be made one of the features of this building, although such exhibits are curious and of scientific interest rather than of practical value. Progress and improvement in educational methods and systems have been so marked within a few years as to call for special attention from the exposition management.

The Buffalo Art museum will be one of the most beautiful temples of art in this country. It will be 250 feet long by 150 feet wide. The type of architecture chosen is the classic Greek of the Ionic style; the principal facade will face toward the east.

The Temple of Music will be a charming rendezvous for all lovers of music. It will be a place of delightful entertainment—not for the exhibition of musical instruments. These will be found in the Manufactures building. A board of women managers will bring to publication the accomplishments of women in the various trades and professions.

The question of art has caused much discussion because it was at first thought almost impossible to exclude works from the foreign artist and yet the desire was to have none but American productions exhibited. The management, however, reached a conclusion in determining to confine the collection to purely American work, and not to include any products of European origin.

In outlining this probable art display the New York Tribune says: "It is intended that the exhibitions shall illustrate our progress in the various arts and crafts. Possibly there will also be a retrospective collection, comprising works by Gilbert Stuart and other painters of our earlier history."

The use of sculpture for decorative purposes in exposition architecture has increased rapidly in recent years. The great English exposition of 1882, the buildings and grounds were entirely unadorned with sculpture, and the statues were confined to a mere exhibit of the buildings as a mere exhibit, where its effectiveness was lost. At the Buffalo fair, the use of allegorical sculpture for the adornment of the buildings and grounds will be on a more extensive scale than at any previous exposition. The greatest effect in the way of sculptural adornment will be made in the two courts, the "Esplanade" and the "Court of Fountains."

A Stately Structure.

The "Triumphal Bridge" crosses the "Esplanade" and when completed, it will be a stately structure, swung from four monumental piers, 100 feet in height. Each pier shall be surmounted by a sculptural group—a muscular youth on the back of a horse trampling in height, which rears above the triumphal struggle of the United States to free themselves from the institutions of despotic ages and government. These groups were modeled by Karl Bitter, director of sculpture. The piers of the bridge were designed by John M. Carrere. Each of the buttresses to the front pier is terminated by groups of trophies, typifying "Peace and Power." The cables connecting the piers are adorned with festoons, shields of polished copper, flags and coats of arms of the various Pan-American countries. On each side of the bridge will be fountains composed of groups of rearing horses and figures clustered about a tall pole, from which an huge silken flag will float. The fountain on the east will typify the Atlantic ocean, the fountain on the west the Pacific, with one base uniting the two. The water from these fountains will gush from the sides of the bridge in a waterfall into the "Court of Fountains," through the "subterranean grotto" which will constitute one of the unusual features of the fair.

Fountain of Abundance.

Opposite the Triumphal bridge across the "Esplanade" is the "Fountain of Abundance," designed by Mr. Carrere. It is to be composed of myriads of bubbling jets and bits of sculpture surrounding a central pole. The subject of this group is that of the fountain of "Abundance."

There will be three fountain groups in each of the two basins at the extremities of the "Esplanade." Of the two subordinate fountains at the west end is the "Fountain of Kronos," and the other the "Fountain of Ceres." At the opposite end, near the government building, "Hercules, Prometheus and other heroes of Greek mythology greet the vision. The predominant idea of this end of the "Esplanade" is the "subterranean grotto," the main fountain.

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